



Te Rapa Road (Hutchinson to SH1C) Speed Limit Change

Insights Report - April 2026



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Background

This project aimed to understand community support for introducing a reduced speed limit on Te Rapa Road (north) to enable safer crossing to and from the local bus stop.

- Engagement was from 29 February to 9 April 2026
- We received 629 submissions. 628 responses were from individuals, and 1 respondent indicated their views represented those of an organisation.
 - The organisation represented was Te Awa Lakes Unincorporated Joint Venture (Te Awa Lakes). The organisation supports reducing the speed limit (option 1 in the consultation). You can read the full feedback from this organisation [here](#).
- Feedback was captured through the Council's online consultation platform and hosted on the Have Your Say website throughout the consultation period.
- This feedback will be presented to the Transport Subcommittee on 26 May 2026 and will be used to help inform decisions about the speed limit in this area.



Processing feedback

- The survey was set up in our online consultation platform.
- The final dataset was analysed externally by a professional service.
 - The analysts used Q (software) to calculate counts and percentages.
 - Open-ended responses were coded within Q and mapped to themes identified from the data.
- The survey question and the number of people who responded to the question are shown as a footnote at the bottom of each slide. Readers should be aware of the number of respondents answering each question, as not all respondents answered every question.
- The data within some charts will add up to slightly more or less than 100% due to rounding. Charts that add to significantly more than 100% are multiple choice and are noted as such in the footnote.
- A profile of the respondents who participated in the survey is included at the end of the document.



Key findings

- We heard feedback from **628 respondents** writing as individuals and **1 organisation**.
- **80% (n=505) of the individual respondents preferred to retain** the current 80km/hr speed limit (option 2), and **20% (n=123) preferred to reduce** the speed limit from 80km/hr to 60km/hr (option 1).
- Reasons for **support for reducing the current 80km/hr speed limit to 60 km/hr** (option 1) were provided by 117 respondents. Their main arguments focused on safety, practicality, and the increasing urbanisation of the area.
- Reasons for **support of retaining the current 80km/hr speed limit** (option 2) were provided by 462 respondents. This group argued the road is functioning well and does not need change, for example, no crashes, few pedestrians, and the existing infrastructure already controls speed. They also note that a change would cause congestion and delays and would result in a confusing speed environment for drivers. Finally, this group also note that if the change is being made for safety, then other solutions should be explored and those who require the solution should be funding it, i.e., the developer of the local residential area.
- Notably, the **primary reasons for or against the change in the speed limit are based on similar arguments**, that is, the speed in this area is already low and is largely self-governing given the road layout. Those who want the speed limit changed (option 1) see this change as simply formalising the current behaviour, while those who want the limit to remain the same (option 2) argue that there is no need for it to change.

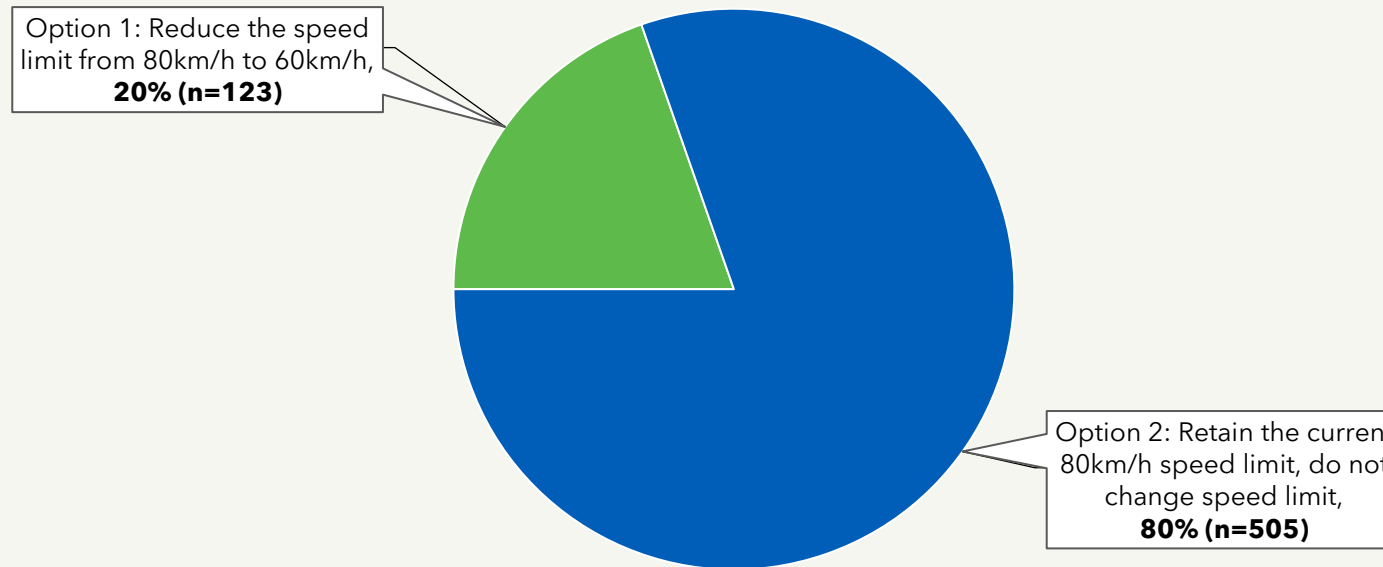
Survey findings

Preference for proposed
option

Support for options

80% (n=505) of respondents preferred option 2 (retain the current 80km/hr speed limit) and 20% (n=123) preferred option 1 (reduce the speed limit from 80km/hr to 60km/hr)

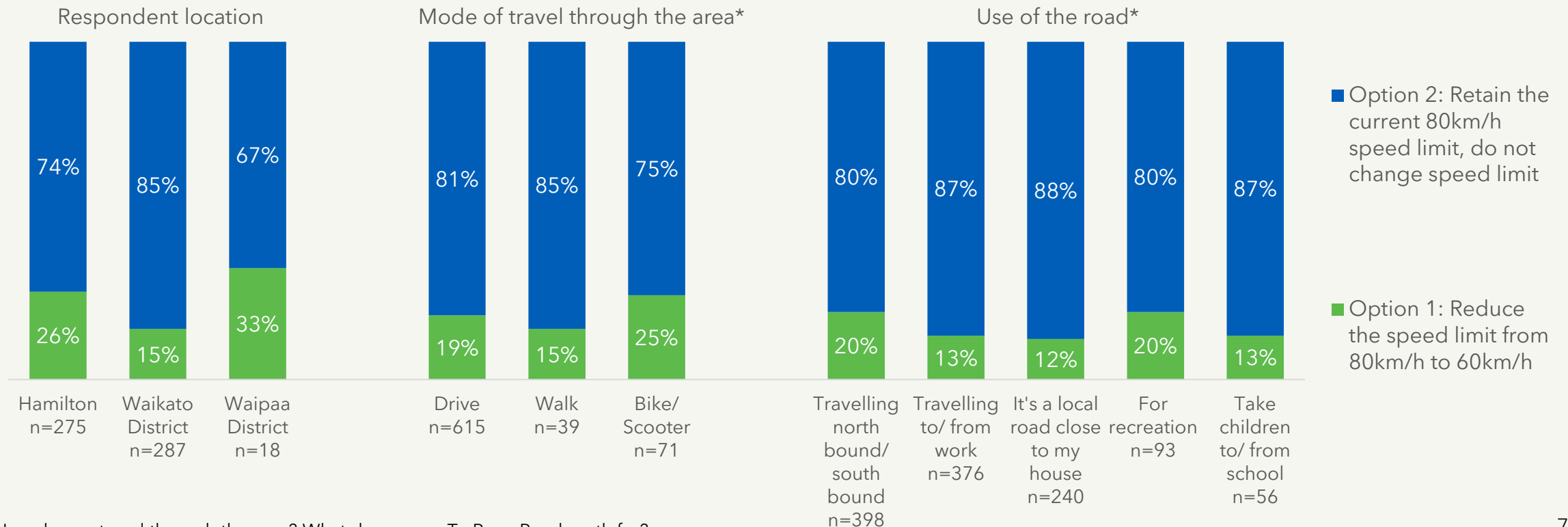
Support for proposed options



Support for options

Support for option 2 (retain current 80km/h) was consistently high across the board, and highest among those who live locally (88%).

Support for options by different use groups



Reasons for preferring Option 1

A total of 117 respondents provided a comment for their support of option 1 (reduce the speed limit from 80km/hr to 60 km/hr), the primary themes related to safety, practicality, and the need to future-proof the road.

Improved safety for pedestrians, cyclists and all road users (~88 comments): The primary reason respondents suggested there needed to be a reduced speed was for improving safety outcomes for pedestrians, cyclists and vulnerable road users. Respondents argued that a lower speed will result in reduced likelihood and severity of crashes and that safety should be the primary consideration. This argument was considered particularly relevant given the expected growth in the number of residents, families, and children in the area the Te Awa Lakes development grows. Many respondents also linked the change in speed limit to encourage greater walking and cycling in the area.

"With the increasing number of pedestrians in the area, reducing the speed limit from 80 km/h to 60 km/h is a sensible and necessary measure to improve safety for all road users."

80km/h is impractical on such a short stretch; cars already travel slower (~38 comments): Some respondents also noted that the area is already self-governing, given the current layout. These respondents felt this will become increasingly self governing once the signalised pedestrian crossing is included. Specifically, the 460m stretch of road is too short for vehicles to travel at 80km/h between the two roundabouts, and the roundabouts themselves naturally force drivers to slow down. Respondents therefore see 60km/h as a way of formalising current driving behaviour, suggesting that the speed limit change would have little or no impact on journey times.

"Most cars are already travelling at 60 km/h when they approach this intersection anyway. Once the future pedestrian crossing is installed, braking from 80km/h is not safe for anyone."

Sensible preparations for the area's future (~32 comments): Respondents suggested that the lower speed limit is a sensible response to the new signalised pedestrian crossing (which some felt is incompatible with an 80km/h speed limit) and the growth of the Te Awa Lakes development, which will bring more residents to what is currently a semi-rural area.

"As the development fills up with families there will be more pedestrian and cycle/scooter activity around the roads so the danger from high-speed traffic will increase. I think lower speed limits will reduce the chances of accidents involving motor vehicles and other road users, and increase survivability when accidents do occur."

Reasons for preferring Option 2

A total of 462 respondents provided a comment in support of option 2 (retain the current 80km/hr speed limit). The feedback in support of retaining the 80km/h speed limit was broader and more nuanced than that of those who supported the reduction of the speed limit (option 1), primarily focusing on the lack of need for a change, the consequences of introducing a lower speed limit, and a preference for alternative options.

Lack of need for a change (~324 comments): Many respondents saw no problem with the existing speed limit and pointed to the absence of serious crashes, the smooth operation of the road, and a general belief that the road is well-designed, wide, and safe at the current 80km/h. Furthermore, respondents also argue that the speed in the area is already controlled by the two roundabouts at each end, which forces drivers to slow down, making a posted speed limit redundant, particularly once the signalised crossing is established.

"There is nothing wrong with the speed limit. You are just wasting money... There have never been any problems with the speed limit there so keep it as it is."

Negative consequences of changing the speed limit (~194 comments): Respondents noted that the area is a major arterial route and suggested that reducing the speed would create bottlenecks, back up the current roundabouts, slow freight down, and extend daily commutes. A number noted that congestion would extend to the SH1C interchange and further south. Respondents also highlighted that reducing the speed limit over such a short road section creates a disjointed driving environment, particularly drivers who are unfamiliar with the area and who may miss the change in speed.

"This is a major thoroughway from the expressway in and out of Hamilton and with proposed 2500 additional homes being built will have to deal with even more traffic and reducing the speed will bottle neck the flow of traffic and cause more accidents than it prevents."

Alternative options preferred (~120 comments): Many respondents rejected the idea of a road-crossing, stating that alternatives of either an underpass or an overbridge, or relocating the bus stops to Hutchinson Road would be preferable. These options remove pedestrians from Te Rapa Road completely, with respondents noting that such solutions have been used in other locations in Hamilton, e.g., Wairere Drive.

"It's ridiculous to install a pedestrian crossing in a busy industrial area. Install an underpass to reduce the impact on traffic and keep it safe for pedestrians."

Reasons for preferring Option 2 cont.

At a lower level, respondents who supported option 2 (retain the current 80km/hr speed limit) also made comments about the lack of use case for the proposed crossing and that any changes should be funded by the local developer, not ratepayers.

Lack of use case (~61 comments): Some respondents questioned who would actually use the proposed crossing, given that there are currently very few pedestrians and no destinations on the western side of the road. This group also argues that any future Te Awa Lakes residents will likely drive or use the Te Awa River Trail rather than walk or cycle around the Te Rapa Road area.

"Why are cyclists and pedestrians going to use that piece? There's literally nowhere for them to walk going back to Horotiu. Make the cycle trail link up for foot traffic. Safer, especially with the off and on ramp traffic."

Alternative funding needed (~33 comments): Notably, some respondents who supported option 2 suggested that any changes to the area, including the aforementioned alternatives, should also be paid for by the developer of Te Awa Lakes, whose residents are most likely to benefit from any changes and who are the primary reason for the required changes.

"This is a good speed for this section of road. The developer should be paying for either an overhead crossing or an under-road crossing. Why does everyone else have to suffer with traffic lights while they get rich?"

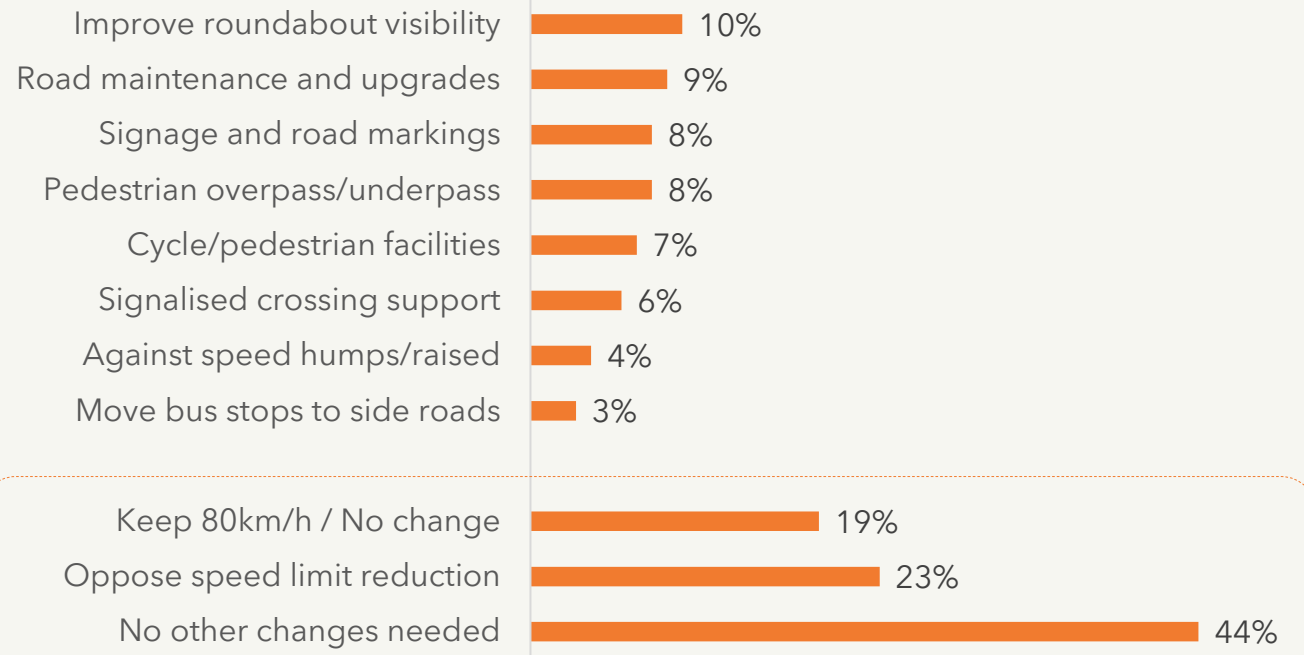
Additional suggestions for changes

A total of 475 respondents provided a comment regarding additional physical changes that could be made to support the proposed speed limit.

The majority of these responses were comments suggesting that no other changes were needed (44% of comments), that the respondent opposed the speed limit reduction (23% of comments), or that there was no need to change the speed limit (19% of comments).

Other comments centred around improving roundabout visibility, road maintenance, signage, or alternative pedestrian options.

Additional changes for the area*



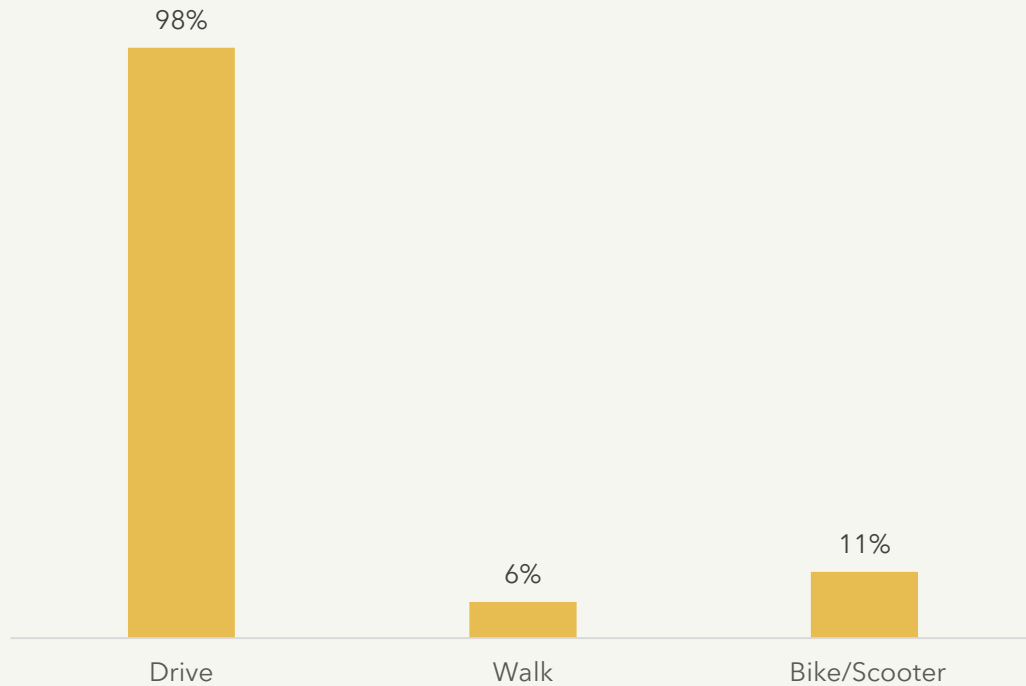


Survey findings

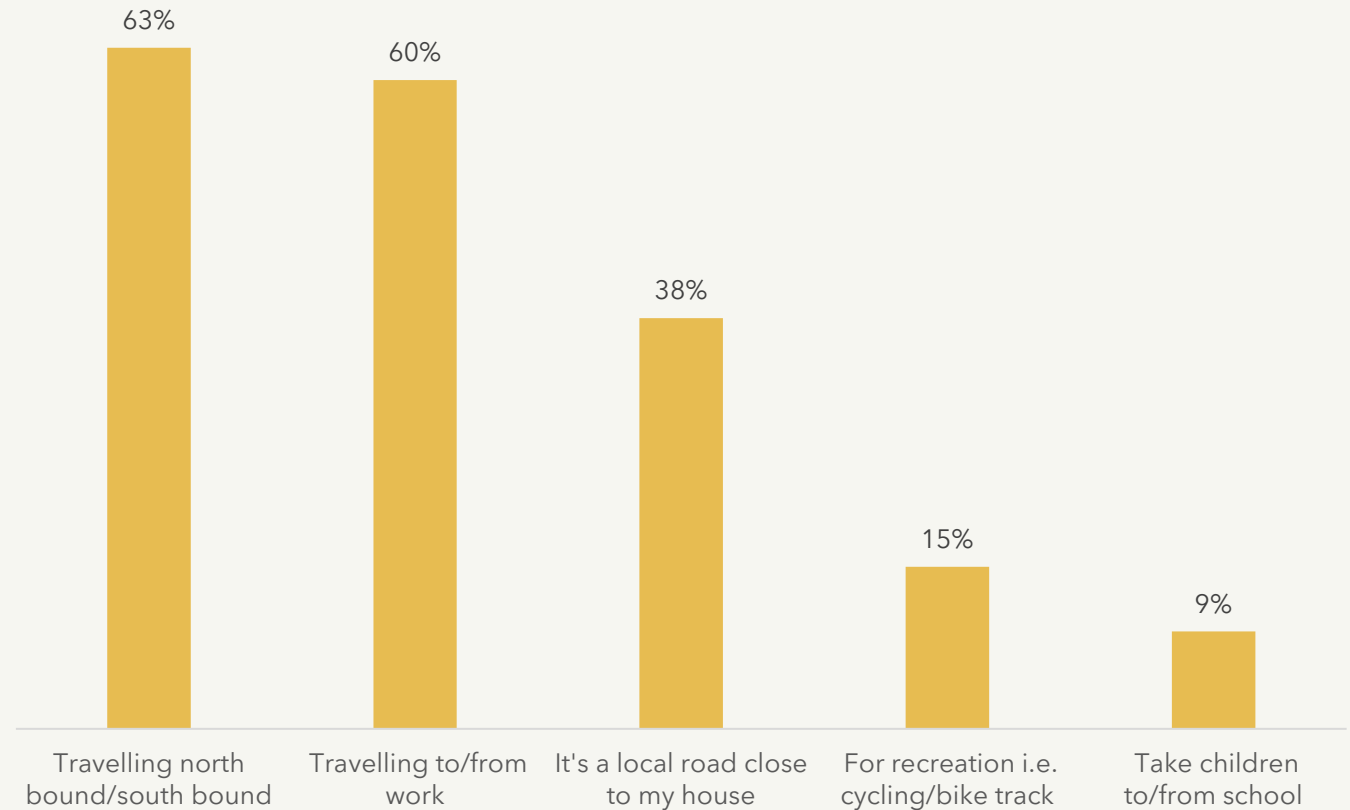
About the respondents

About our respondents

Travel through the area*



Use of Te Rapa Road*

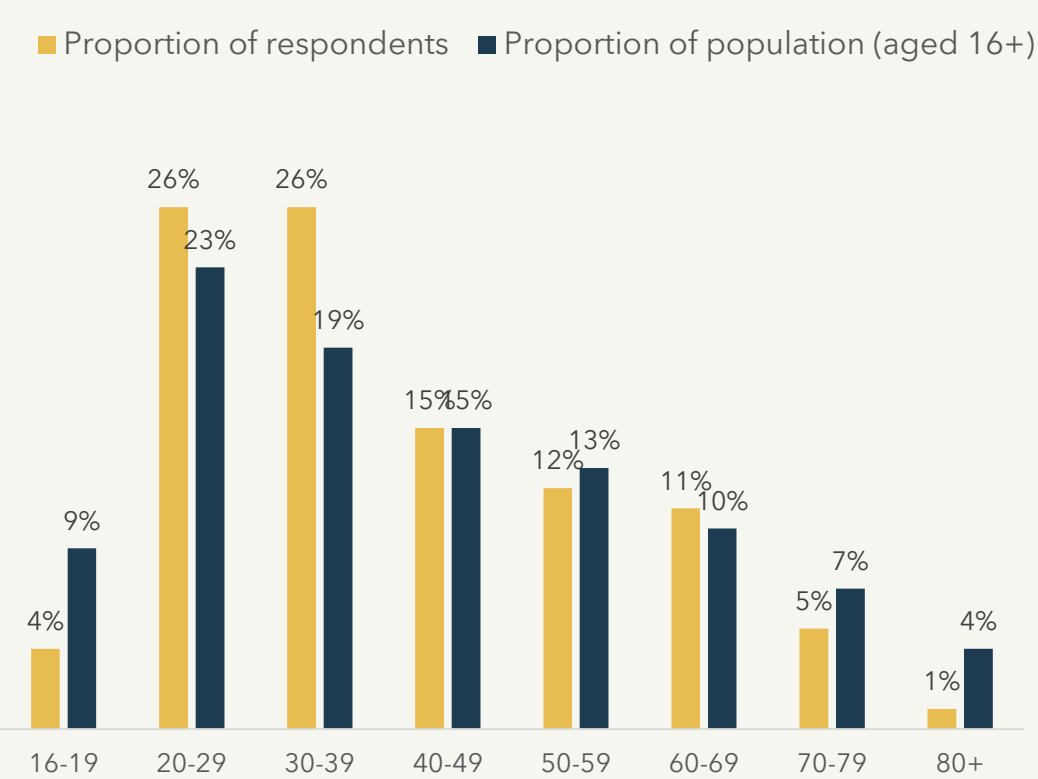


How do you travel through the area? What do you use Te Rapa Road north for?

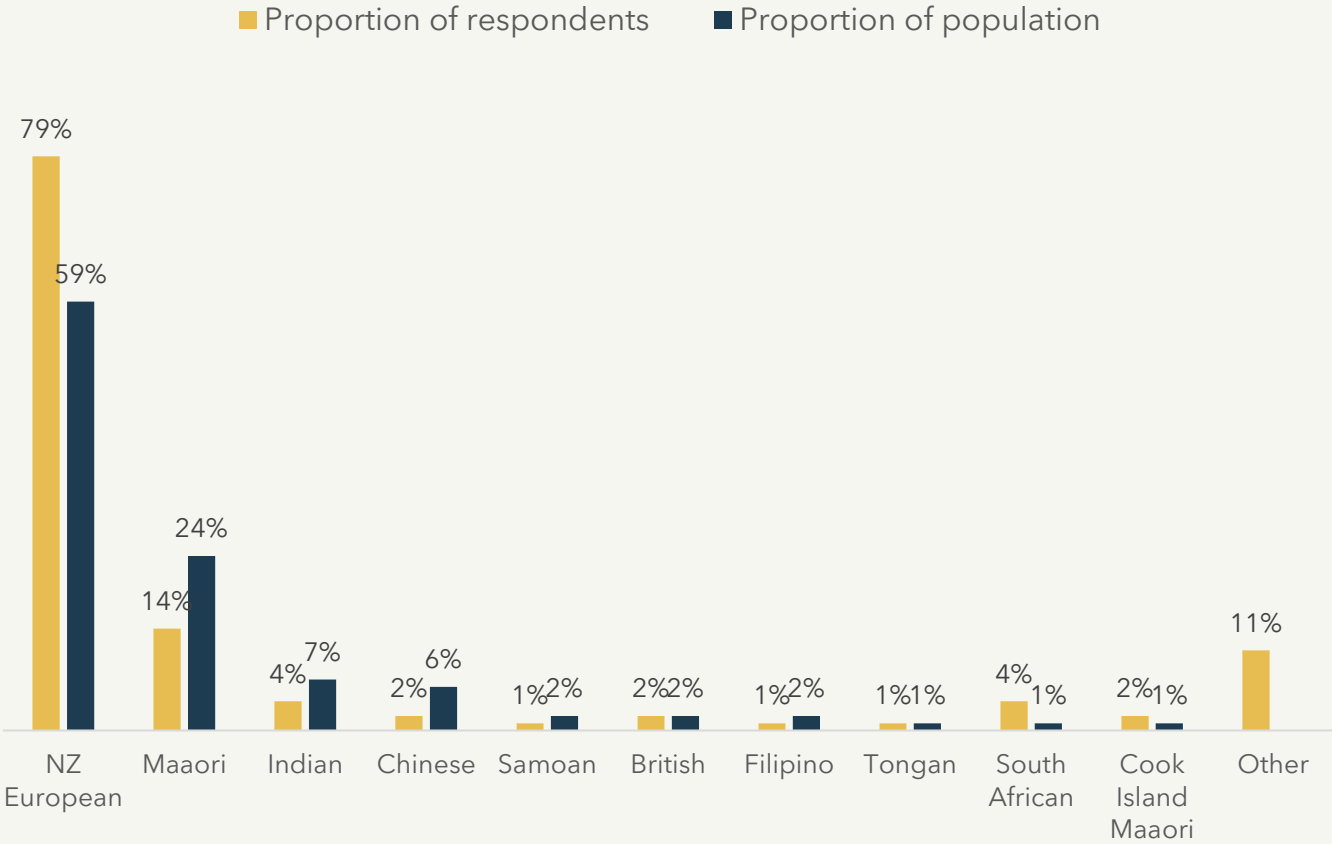
*Multiple response question. n=628

About our respondents

Age comparison



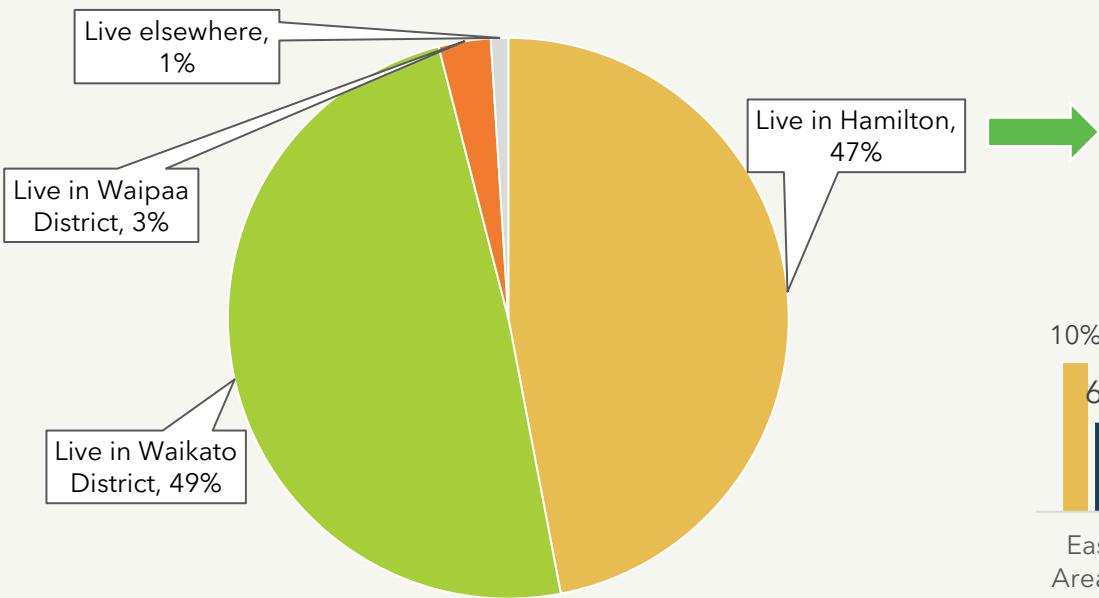
Ethnicity comparison*



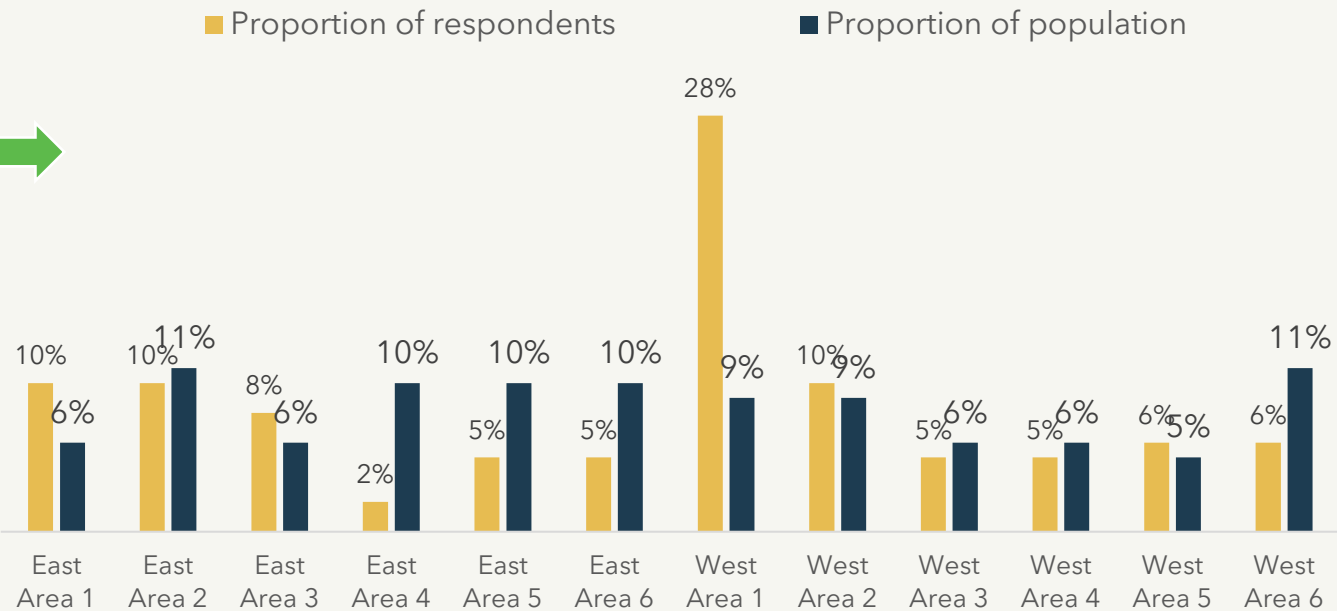
n=568 of the n=628 individual respondents disclosed their age.
n=569 disclosed their ethnicity.
*Multiple response question.

About our respondents

Respondent area



Area comparison (Hamilton only)



East Area 1	Flagstaff	West Area 1	Avalon, Beerescourt, Forest Lake, Pukete, St Andrews, Te Rapa
East Area 2	Callum Brae, Huntington, Rototuna, Rototuna North	West Area 2	Crawshaw, Grandview Heights, Nawton, Rotokauri, Western Heights
East Area 3	Chartwell, Chedworth, Harrowfield, Queenwood	West Area 3	Aberdeen, Dinsdale, Temple view
East Area 4	Enderley, Fairfield, Fairview Downs	West Area 4	Frankton, Maeroa, Swarbrick
East Area 5	Claudelands, Hamilton East, Peachgrove	West Area 5	Hamilton Central, Hamilton Lake, Hospital, Whitiara
East Area 6	Hillcrest, Ruakura, Riverlea, Silverdale	West Area 6	Bader, Deanwell, Fitzroy, Glenview, Melville, Peacocke



Engagement

Tactics + results

Engagement results

Reached

Heard about the consultation

- 69,510 reached on social media
- 1 newspaper advertisements
- 1 media release
- Posters, digital collateral, email banners, stakeholder emails and messages distributed through libraries and external partners

Engaged

Sought more information

- Social media links were clicked 10,601 times
- 153 total social media post comments
- 2795 visits on our consultation page

Heard

629 feedback responses were received

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